





## Today's Advertisements.

### PUBLIC AUCTION.

THE Underigned has received instructions to Sell by  
PUBLIC AUCTION,  
(For Sundry Accounts),  
at his Sales Rooms, Zealand Street, No. 2,  
ON  
SATURDAY the 9th July, 1898,  
Commencing at 2.30 P.M.  
A LARGE QUANTITY OF USEFUL  
HOUSEHOLD FURNITURE.  
(Particulars as per Catalogue).

Also  
2 PAIR TENNIS POLES with NETS.  
1 Complete BRASS DOUBLE BEDSTEAD.  
1 Large NEW AMERICAN SAFE.  
4 BICYCLES.  
2 SEWING MACHINES.  
AND  
An Invoice of Very Fine GLASS TABLE  
DECORATIONS.  
Catalogues issued prior to Sale.  
TERMS OF SALE—Cash on delivery.  
On View at the Underigned's.  
PAUL BREWITT,  
Auctioneer.  
Hongkong 6th July, 1898. [832]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR YOKOHAMA AND KOBE.  
THE Company's Steamship  
"CHANGSHA."  
Captain Williams, will be despatched on  
TUESDAY, the 12th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th July, 1898. [831]

## Intimations.

DAKIN, CRUICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

### AERATED WATERS.

SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARAFAPILLA.  
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, RESTAURANTS  
and other Large Consumers.  
Any orders or enquiries should be addressed to the  
Manager.  
Hongkong, 1st March, 1897. [130]

AN APPEAL.  
THE SUPERIORESS OF THE ITALIAN  
CONVENT, CANAL ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all  
kinds of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies' and Children's Under-clothing,  
Children's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.  
The Superiores will also be most grateful for  
any PAPERS, or old ENVELOPES, to be made into  
Books for the Children of the Poor Schools, who  
are taught by the Sisters.  
Hongkong, 12nd April, 1895. [140]

A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF  
AERATED WATERS.

AERATED WATERS of our manu-  
facture are sold throughout the  
Far East and are invariably pre-  
ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.  
The best materials only are used.

THE PRICES are only half those  
charged in England.

WATERS MANUFACTURED BY US are  
acknowledged by the leading English  
makers to be equal to those of their  
own production.

SIR EDWARD FRANKLAND, K.C.B.,  
D.C.L., F.R.S., F.C.S., &c. the greatest  
living authority on Water, reports as  
follows on the water as prepared and  
used by us in our manufacture:—  
"It possesses an extremely high de-  
gree of organic purity and is  
"of most excellent quality for  
"drinking."

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.  
Hongkong, 18th June, 1898. [17]

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.  
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.  
While the columns of the Hongkong Telegraph will always be open for the fair discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.  
Advertisers are requested to forward all notices intended for insertion in this paper not later than Three o'clock on the day preceding the day of publication, and to send the copy of the notice to the Editor, and not to the Manager.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms are set out on application.  
The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address:—"Telegraph," Hongkong.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 6, 1898.

### NOTES AND COMMENTS.

Yesterday, in commenting upon the telegram courteously placed at our disposal by Consul General WILDMAN, we remarked that Admiral CERVERA must have come out of Santiago harbour and met the American fleet. The telegram received by Consul General WILDMAN today confirms our views; and it is now beyond a doubt that the fleet was destroyed outside of Santiago. In all probability the Spaniards, noting that Admiral SAMPSON had withdrawn after bombardment of the forts, came to the conclusion that the American ships were more or less damaged and had probably gone to Key West for repairs or coal, and thinking that they could escape from the harbour unmolested as they were to do so, but were met outside by the American fleet and destroyed by force of superior numbers. It is also likely that the Spaniards fell into a cleverly prepared trap, for it cannot for a moment be supposed that the Spanish squadron could for an instant have hoped to deal with the powerful fleet under command of Admiral SAMPSON. Admiral SAMPSON would probably doubtless withdraw in order to entice the Spanish ships out of the harbour, and the success of his ruse is only too patent from the utter annihilation suffered by the Spaniards.

Once again have the Americans scored a cheap victory, for the telegram states that they did not lose a single ship, and this is most likely due to their superior marksmanship, which stood them in such good stead at Cavite on May 1st. Reuter appears to have received three separate accounts, the first of which, stating that Admiral SAMPSON entered Santiago harbour is evidently erroneous, while the two latter taken together probably show what really took place. That the Spaniards should run their ships ashore rather than face the overwhelming American force is but natural, and having run them ashore they would doubtless set fire to them in order to keep them from falling into the hands of the enemy.

A great deal of talk has taken place in the colony of late on the subject of the Spanish Reserve Squadron, and many have been the surmises as to the reason for Admiral CAJA declaring that his ships were in need of repairs at Port Said. The most reasonable explanation of his action is that before he had completed coaling from his colliers the twenty-four hours during which he was entitled to remain in port had expired, and he then announced that he required time to repair. This would have to be granted, and at the same time the Egyptian Government would not be able to object to the ships continuing to coal, so long as the coal was not taken from the shore. This shows Admiral CAMARA is well aware of the laws of neutrality and how far he can go with regard to them, and should he prove to be as good a sailor as he is a lawyer, we may yet expect to see him reach Far Eastern waters, despite the many predictions to the contrary which one hears upon all hands.

### REUTER'S MESSAGE.

#### THE SPANISH-AMERICAN WAR. DESTRUCTION OF ADMIRAL CERVERA'S FLEET.

LONDON, July 4th.  
It is officially announced in Washington that Admiral Sampson entered the harbour of Santiago de Cuba on Sunday and destroyed the fleet of Admiral Cervera.

A despatch from General Shafter to the Government says that the Spanish fleet left Santiago harbour on Sunday and is reported to be practically destroyed.  
Another despatch states that the Spaniards ran their ships close in shore and then set them on fire.

### THE PLAGUE

During the 24 hours up to noon, 6th July, 10 cases and no deaths from plague were reported.

### WEATHER REPORT.

The Observatory report to-day says:—On the 6th at 11.35 a.m.: The barometer has fallen slightly in the North, and remains steady in the South. High pressure still covers the Pacific in the neighbourhood of the Loochoo Islands, and a low pressure area lies over N. China. Gradients slight in the South, moderate in the North. WIND: Moderate S.W. winds; mostly fine, but probably some showers.

## LOCAL AND GENERAL.

A COOLIE was to-day sent to goal for two months with hard labour for stealing \$70 from a Chinese hawk.

FOR carrying arms without a license a Chinese hawk was to-day fined \$100, in default three months' imprisonment.

Six strokes of the birch was the penalty awarded a 13-year old boy to-day for stealing a pair of shoes from a shopkeeper.

THE Kobo Chronicle learns that the Russian Grand Duke Kuril, son of the Grand Duke Vladimir, is to visit Japan.

A COOLIE who could not satisfactorily account for the possession of 95 bottles of dyeing stuff was to-day fined \$35, in default six weeks in goal.

THE unlawful possession of a Chinese Ornament cost a coolie to-day \$15, failing payment of which he goes to goal for six weeks. He said he "picked it up."

FOR breach of the Opium Ordinance, a coolie was to-day fined \$10 in default one month. A similar penalty was awarded a coolie who was found in possession of clothes for which he could not account.

THE Queen has been pleased, by Letters Patent under the Great Seal, to declare that the children of the eldest son of any Prince of Wales shall have, and at all times hold and enjoy, the style, title, or attribute of "Royal Highness."

THERE has been some suggestion (says the L. & C. Express) that Sir Claude Macdonald would be the successor of Sir Nicholas O'Connor, as H.M.'s Ambassador at St. Petersburg. It would certainly be with regret that we should miss him from Peking if he was transferred.

ON the 14th ult., Li Hung-chang and Chang Yin-huan received decorations of the 3rd rank from the Emperor, and were received in audience wearing the orders. This is the first time that the Emperor has conferred any such decoration on his Ministers, the order in question being reserved for the representatives of other Powers.—P. & T. Times.

THE Prince of Wales, on 31st May, entered upon the 13th year of his Grand Mastership of Mark Masons, and at Grand Lodge of the order (Viscount Dunsany, Deputy Grand Master, presiding) was proclaimed as re-elected in that position. The Earl of Easton was again appointed Pro Grand Master, and Viscount Dunsany Deputy Grand Master.

QUITE a metamorphosis has been effected by Mr. A. Harper at the premises formerly known as the Grand Hotel, Queen's Road West. The place has been completely renovated and the business is now carried on by Mr. Harper under the sign of the Sportsman's Arms. The bar is very handsomely fitted and the parlour dining rooms and other apartments are all that could be looked for in an up-to-date hotel. The general host has paid every attention to the comfort of his patrons and gives his personal supervision to the business. He has made a much-needed change in the house in every way and his enterprise deserves all success.

THE Admiralty have given instructions for Her Majesty's first-class battleship *Barfleur*, 14,000 tons, 13,000-horse power, to replace the *Grassion*, 12,000 tons, first-class cruiser, 7,350 tons, 10,000-horse power, as flagship of Rear-Admiral Charles C. P. Fitzgerald, second in command of the China Station. The *Barfleur*, which was recently transferred from the Mediterranean to the China Station, is to be re-commissioned at Hongkong with a new crew. Captain F. W. Fisher, late of the *Orlando*, the recently returned flagship from the Australia Station, will commission the *Barfleur* on 18th inst. for the voyage to China with the new crew of the *Barfleur*, and will afterwards take over the command of the *Grassion*. Captain R. N. Custance and the present crew of the *Barfleur* will return to England in the *Blenheim*.

Mr. James Edwards was yesterday granted a publican's license to sell and retail intoxicating liquors on the premises situated at Waterfall Bay, under the sign of "The Waterfall Inn." Mr. Gedge, for the applicant, said Mr. Edwards had applied to the Colonial Secretary for a temporary license, which was refused on the ground that the Colonial Secretary had only power to grant licenses under section 8 of the Ordinance, which section only applied to places of public entertainment or to public occasions for a short period. This place was inaccessible and out of the way, and it was not likely drinking to any extent would go on during the short time to which the applicant proposed to use it—for an hour or so each day and perhaps twice on Sundays—purely for the recreation of bathing. The applicant had started this bathing club, and he thought it was for the public benefit it should go on.

ABOUT half-past five o'clock on the morning of 27th ult., as the P. & O. Co.'s steamer *Shanghai* was trying to take up her berth on the east side of Kobo Pier, she collided with the structure and caused considerable damage. About a third of the way in from the end of the pier, and close to one of the travelling tables, the eastern fore and aft beam is badly damaged, and two or three of the vertical plies are bent, if not broken, as well as several of the cast-iron caps and wrought-iron ties and braces connected with them. The rails are also displaced and a considerable part of the woodwork carried away, with other damaged material. The injury to the ship is slight, if she has sustained any at all. We believe this is the third time the *Shanghai* has been so unfortunate as to collide with the pier, but this is Captain Peter's first experience.—K. Chronicle.

A NUMBER of unlicensed lodging house keepers were before Captain Hastings to-day and fines ranging from \$15 downwards were inflicted.

INSPECTOR Moffatt raided a gambling house, No. 4, Wing On Street, last night and bagged 14 prisoners. The "play" was small and to the first and second prisoners to-day got off with fines of \$15, in default six weeks, and the rest were fined \$1 each or seven days.

AT the Magistracy to-day a coolie employed at the Star Coffee House charged a seaman named John J. Lewis with assault. Plaintiff said he was asleep when defendant awoke him with a blow and afterwards punched him again. A fine of \$5, in default fourteen days was imposed and defendant was also ordered to pay plaintiff \$5 compensation or go to goal for ten days.

WE learn from the Tokio papers that recently an unknown disease broke out in the Tobo prison, Kanagawa prefecture. About twenty prisoners are suffering from it. The origin of the disease, we are told, is being carefully investigated. It is believed that the poor quality and the inefficiency of the rations may prove to be the cause. The dietary scale, our contemporary says, limits the cost of a meal to two sen. Considering the rise which has occurred in prices, the amount of food supplied must be altogether inadequate to sustain the health of the unfortunate who are condemned to this ungenerous fare.

OVER 15,000 copies of the German edition of Professor Schenk's sex theory book have been sold, and the publishers have a second edition in preparation. Arrangements have also been made, says the Daily News, for the translation of the work into various languages. Science has not yet pronounced upon the Professor's "sugar and spice" theory, but it continues to form the chief subject of popular conversation in the Austrian capital. Professor Schenk's discovery has earned for him the unpleasant title of "the girl-killer." In certain circles sugar and spice of every description are now regarded with horror. It is even said that a lady entered a restaurant the other day and asked for a bit of abstraction to be shown "a man composed in accordance with the principles of the new theory."

MANY and loud have been the complaints that we have heard on all hands about the great delay in the delivery of the papers received by the French Mail yesterday. The English papers did not reach our office until about seven o'clock last night, long after we had gone to press, and a correspondent informs us that he did not receive his until noon to-day. A Kowloon resident has shown us a postcard received yesterday by the French mail which has been so nibbled by rats as to be unreadable. If the delay in the delivery of the papers was caused by a general rat hunt in the P. O. we think that the least that the officials could have done would have been to have invited the public to participate. Besides a few more sorters we would suggest a few rat traps as being necessary to the P. O. or a pack of fox terriers.

### A FAMILY SQUABBLE.

At the Summary Court this morning before Mr. A. G. Wise, Police Judge, Matilda Horton brought an action against F. M. Richardson, engineer, for the recovery of a piano. Mr. M. W. Slade appeared for the defendant. It appears that about two years ago the plaintiff broke up her house and lived with Mrs. Richardson, her daughter. Mrs. Richardson was not on good terms with her sister, Mrs. Coyle, and a few weeks ago she told her mother that she had to choose between her two daughters. Mrs. Horton replied that she would not have any dispute with Mrs. Coyle and then she was told to leave, which she did, taking some of her furniture with her, but left a piano which Mrs. Horton claimed to be her property and as having been bought with her own money. The piano, it appears, was sent to Messrs. Lane Crawford & Co. for safe keeping. Mrs. Richardson claims that the piano was given to her by her father, Mr. Horton, Inspector in the Registry Department, before leaving for England and brought a suit against Messrs. Lane Crawford & Co. for the return of the piano or its value. Mrs. Horton in her evidence said that when her husband left on 8th May, 1895, he left all the furniture (including the piano) to her that she might sell it by auction. The value of the furniture was estimated at \$1,000, which at the rate of \$30 per month would last her for five years after which period, if she was in need, she could write to him.

Cross-examined by Mr. Slade.  
Had there not been some talk between you and your husband before your daughters were married and one of you said that the piano should go to the one who was married last?—It was my property, I can give it or not.  
And your husband has no right to give it?—No.  
The Police Judge.—Unfortunately the law in this colony is that what belongs to you belongs to your husband.  
Cross-examination continued.  
When your husband left did he not say that he gave it to May (Mrs. Richardson)?—No.  
Did not Mr. Horton write a letter before he left to Mr. Richardson, in which he said—"I have given the piano to your wife. You will be very foolish if you do not insist on having it?"—I do not know. I have not seen it.  
Mr. Slade said that the letter had been lost and either Mr. Richardson or Mrs. Richardson accused Mrs. Horton of having taken it.  
In reply to His Lordship, witness said that she agreed to a letter being sent to her husband asking him whether he had given the piano or not. She added that the piano was the only property she had and if it was taken away she would have to fall on the mercy of the Court and on the community for support.

His Lordship said that Mr. Slade should write the letter and show it to Mrs. Horton before sending it. Both parties would have no difficulty in identifying Mr. Horton's writing and if he replied that he had given it to Mrs. Richardson there was an end of the case.  
The case was adjourned sine die.

## THE WAR.

### SAMPSON'S GREAT VICTORY.

CERVERA'S SHIPS DESTROYED WHILE TRYING TO ESCAPE.

### NO AMERICAN SHIPS LOST.

### SIXTEEN HUNDRED PRISONERS.

Consul General Wildman received the following telegram from the *New York World* this afternoon:—

Cervera's seven ships sunk Santiago trying escape. Cervera and 1,600 men captured. No American ships lost.

### THE SPANISH FLEET FOR THE PHILIPPINES.

### ENTERED THE SUZ CANAL YESTERDAY MORNING.

Last night Consul-General Wildman received the following telegram from Mr. Watts, U. S. Acting Consul-General at Cairo:—  
"Fleet entered Canal this morning."

(Clippings from Home Papers.)

NEW YORK, June 29.  
The following message has been received by the *Journal* from its correspondent on board the *Journal's* despatch boat at Kingston:—

"The outer fortifications of Santiago de Cuba are practically in ruins, particularly Morro Castle. Admiral Cervera's flagship was battered and charred. Some of her plates were broken and the machinery was injured. Foreign gunners recently imported sent projectiles from a battery of Krupp guns close to our ships, but none of Commodore Schley's vessels were struck. The whole of the American fleet will shortly be before the Spanish strongholds, prepared to effect their destruction or surrender."  
"The *Marblehead* first made certain of the presence of the Spanish fleet at Santiago. She was cruising close to the harbour entrance, and found four Spanish cruisers, two torpedo-boat destroyers, and the old *Rifas Mercedes* lurking behind the batteries at the mouth of the harbour. Commodore Schley made up his mind to draw the enemy out of the harbour with the object of making the enemy reveal the position of their new masked batteries, and of compelling the fleet to come out of port and fight."

"Commodore Schley transferred his flag from the *Brooklyn* to the *Massachusetts* at noon, and two hours later the *Massachusetts*, the *New Orleans*, and the *Iowa*, in the order named, more than a cable apart, steamed towards the entrance to the harbour of Santiago and within 4,000 yards of Morro Castle. The other ships of the blockading fleet in two miles out with just headway enough for steering purposes."  
"The *Massachusetts* opened fire first, taking the Spanish flagship for her target. She first dispatched an eight-inch shell, but it was not a good shot, almost as bad as the one which answered it. The *Massachusetts* then tried her 13in. guns, the *Cristobal Colon*, four batteries to the east side, one to the west, and one on the island in the middle of the channel, with their 10in. and 12in. Krupps, answering shot for shot to our 6in. 8in. 12in. and 13in. The bombardment was noisy but not effective on either side at first. Both sides seemed unable to get the range. The American ships engaged steamed across in front of the batteries at full speed, then circled and passed again."

"Both sides had found the range by the time of the second passage, and began to shoot close. Several shells burst right over the *Iowa*, and 3 fell dangerously near the *New Orleans*, while another dashed the spray against the bow of the *Massachusetts*. Meanwhile the American fire was ending its way into the forts, for when the range was found few shots were wasted. The walls of Fort Morro began to crumble in many places, and the fire from its guns was the first to slacken. Two men were seen standing on the highest parapet during the first part of the engagement watching our fire through their telescopes, but later they disappeared in the explosion of one of the *Massachusetts*' 13in. shells."

"After half an hour's firing both forts to the east and the one on the island were silenced. Five minutes later our ships ceased firing. The Spanish batteries and the Spanish flagship kept up the firing for 20 minutes longer. At one time a cheer went up from the American sailors and shouts were raised that the *Cristobal Colon* was on fire. It seemed so, after a shell from the *Iowa* had exploded on her, but the Spaniards appear to have soon extinguished the fire, for she kept on firing and fired the last gun in the action."

"The Washington correspondent of the *World* declares that he has received the following facts on the latest authority:—  
"The orders sent from the Navy Department to Commodore Schley at Santiago were substantially that he was not to try to take Santiago or reduce the fortifications, and not to engage Admiral Cervera if he tried to escape until the Spanish fleet was sufficiently clear of the forts to be unable to receive the assistance of the guns of the land batteries. He was not to let Admiral Cervera escape, nor permit supplies or reinforcements to go into the harbour, and he was to prevent the Spaniards from strengthening the fortifications at the mouth of the harbour."

"On Tuesday morning the Spaniards began to repair and strengthen the fortifications at Morro point, to the right of the entrance to the harbour. Commodore Schley discovered what was going on and at once prepared to stop it. The large ships of his squadron simply steamed past Morro Point, firing at them as they went. The fire was concentrated on Morro Castle and the batteries on either side of where men had been seen at work. The so-called bombardment lasted an hour and a half. The Spaniards kept up a vigorous return fire, standing to their guns bravely."

"When Morro Castle was in ruins and abandoned, and when the last gun in the batteries near had been silenced, Commodore Schley signalled to the ships to draw off. He paid no attention to the fire of the forts and batteries to the south of the harbour, as no work was proceeding on these. While the squadron was perhaps strong enough to force the harbour and capture the Spanish fleet he did not think of attempting to do so. The Administration intend to capture Santiago, but the sea assault will not take place until all the battleships, monitors, and cruisers are assembled off Santiago. A land attack will be made at the same time, and the Americans will be aided by a force of insurgents, who are daily in communication with Commodore Schley."

### A SPANISH RUMOUR.

MADRID, May 29th.  
The following telegram has been received here from Havana:—  
"The United States warships which were off Santiago de Cuba disappeared yesterday. The direction taken by them is not known. A large sailing vessel with a cargo of provisions from Barcelona arrived yesterday at Nuevitas, in the north-east of Cuba, after having evaded the blockade."  
The most extraordinary rumours are current with reference to the reported defeat of Rear-Admiral Sampson by Admiral Cervera's squad-

ron. The *Journal El Progreso* publishes the following details contained in telegrams from Paris:—

Commodore Schley's squadron parted company with Rear-Admiral Sampson off Puerto Matanzas and steamed towards Yucatan Channel, followed at some distance by Rear-Admiral Sampson's vessels. Both squadrons were sighted from the Santiago watch towers. Rear-Admiral Sampson arrived off Puerto Principe and then sailed on in the direction of Jamaica.  
Admiral Cervera left Santiago at midnight on the 26th. All lights were extinguished. The *Vizcaya* and *Albatros Oquendo*, preceded by the destroyer *Furor*, took up a position near the coast of Jamaica. Two hours later the rest of the squadron left Santiago and sailed in a southerly direction.  
On the morning of the 27th the *Furor* steamed rapidly towards the flag and announced the approach of the enemy. Rear-Admiral Sampson's ships came on at full speed towards the Spaniards, who accepted the combat, but continued to move in a southerly direction, in order to join the rest of the squadron.

Presently the battle raged furiously on both sides. The Americans detached three cruisers and three smaller vessels to surround the *Albatros Oquendo* and *Vizcaya*. The *Furor*, under a cross fire from the enemy, made for the American flagship, and notwithstanding the fire from the heavy guns of the Americans, the outcome of the contest was that two American ships were sunk. One Spanish vessel had her steering gear disabled. The remaining ships of the American squadron were so badly damaged that they were compelled to take refuge in Hayti.

It is reported that the Colon captured one American ship which had been disabled by a shot from the *Vizcaya* which captured her side. The *Vizcaya* had a narrow escape from destruction by an American destroyer after it was believed the combat had ended.  
The Spanish ships made for Havana, but would, it was expected, seek refuge at Cardenas or Matanzas should the condition of the vessels or the presence of the enemy in superior force render this necessary. This eventually, however, is considered doubtful, as Commodore Schley was cruising in the Yucatan Straits.

### NAVAL AND MILITARY NEWS.

The following appointments have been made at the Admiralty:—

Captains.—Frederick W. Fisher, to the *Blenheim*, to take the relief crew to the *Barfleur*, and afterwards to the *Grassion*, undated.  
Fleet Paymasters.—Robert J. M. McLeod, to the *Blenheim* and afterwards to the *Barfleur*, and Francis R. C. Whiddon, to the *Blenheim*, from the *Barfleur*, undated.  
The *Blenheim*, cruiser, Capt. W. H. B. Graham, was to be paid off at Chatham on June 17 and recommissioned on the following day to take on a new crew for the *Barfleur*, battleship, Capt. R. N. Custance, on the China Station.  
The *Indus*, guardship of reserve at Devonport, Captain W. A. D. Acland, is to be put out of commission and cease to be flagship of the Admiral-Superintendent Rear-Adm. H. J. Carr. She will resume her former name of *Valiant*, and will be attached to the *Vivid*, flagship of Adm. the Hon. Sir E. R. Fremantle, continuing to be used as a store for torpedo-boats and torpedo-boat destroyers. The *Dofne*, which is now used as a sailing school, by the steam reserve of the port, will be renamed the *Indus* and be put in commission under Capt. Acland who has charge of the dockyard reserve, and will become the flagship of the Admiral-Superintendent.

A Court-martial was held at Devonport recently on board the *Conqueror*, tender to the *Cambridge*, gunnery school ship, Capt. W. M. Lang, for the trial of Paym. John Riches, of the *Curacao*, training ship for boys, Com. T. H. M. Jermyn, who was charged with a drinking licence to such an excess as to produce illness by which he was unfit for the discharge of his duty on May 9. Capt. G. H. Cherry, of the *Sirius*, cruiser, was president of the Court. Com. Jermyn prosecuted, and the defendant was assisted in his defence by Mr. Pearce, solicitor. The circumstantial letter by Com. Jermyn stated that on the morning of the 9th May, Surg. H. E. Fryer, of the *Pilot*, then in medical charge of the ship in lieu of Surg. M. Nabb, reported in the first instance to the first lieutenant, Mr. Riches, on the sick list that he was suffering from dyspepsia, and that he was suffering from excessive drinking. He considered his immediate removal to hospital desirable, and Com. Jermyn sent Mr. Riches there at once in a cab accompanied by the medical officer, Mr. Riches was discharged from hospital on the 20th May. On being informed of the report that had been made by Surg. Fryer, Mr. Riches denied that his illness was brought on by drinking, and stated that he thought that Surg. Fryer was mistaken in his diagnosis of the case. Mr. Riches was present at the trial on May 8, and did not go on shore afterwards. Several witnesses were called and examined. For the defence it was contended that the illness was due to a cause other than drinking. The Court found the charge proved, and sentenced the defendant to be dismissed from his ship and to lose 18 months' seniority.

The death is announced, in London, at the age of 98 years, of General Thomas Edmund Knox, C.B., colonel of the Norfolk Regiment. He joined the army in January, 1855, obtained his captaincy in 1865, and was promoted to colonel in 1880. He served in China throughout the campaign of 1860, being present at the action of Sihon and at the taking of Tientsin. At the capture of the Inner Taku fort he led the storming party across the main ditch, when 77 officers and men of the 6th were either killed or wounded. He was mentioned in despatches by Major-General Sir Robert Napier as "having led the wing of his regiment at the taking of the Taku forts in the most spirited manner," and as having been among the first to enter after swimming the ditch. For these services he received the medal with two clasps. The gallant officer attained the rank of major-general in October, 1868, of lieutenant-general in May, 1881, and of general two months later. He was appointed colonel of the Hampshire Regiment in November, 1888, and became Colonel of the Norfolk Regiment in December 1893.

The Duke of York will be the youngest captain afloat when he takes his pennant on board the *Cressy*, and as a captain, this will be his first command. It is probable that his Royal Highness will retain the command for some little time, and perhaps he may take his ship for an independent cruise; but there is, of course, no prospect of his resuming his intimate connection with naval duties now that he stands in the line of direct succession to the Throne.

A return of the fleet of Great Britain, France, Russia, Germany, Italy, and Japan has been issued as a Parliamentary paper, on the motion of Sir Charles Dillk. The return shows that there are 52 British battleships in commission, 9 building, and 3 ordered—64 in all. The grand total of all vessels in commission, 271 building, 8. The grand total is 148. The Russian fleet consists of battleships in commission 12, building 6; to be commenced this year 4. All vessels total 122. The German fleet consists of battleships, 17. The Italian fleet consists of battleships, 15. The Japanese fleet consists of battleships, 3; ordered 2; protected



## Today's Advertisements.

### PUBLIC AUCTION.

THE Underigned has received instructions to Sell by  
PUBLIC AUCTION,  
(For Sundry Accounts),  
at his Sales Rooms, Zealand Street, No. 2.

ON  
SATURDAY the 9th July, 1898,  
Commencing at 2.30 P.M.  
A LARGE QUANTITY OF USEFUL  
HOUSEHOLD FURNITURE.  
(Particulars as per Catalogue).

Also  
3 Pairs TENNIS POLES with NETS.  
1 Complete BRASS DOUBLE BEDSTEAD.  
1 Large NEW AMERICAN SAFE.  
4 BICYCLES.  
5 SEWING MACHINES.

AND  
An Invoice of Very Fine GLASS TABLE  
DECORATIONS.  
Catalogues issued prior to Sale.  
TERMS OF SALE—Cash on delivery.  
On View at the Underigned's.

PAUL BREWITT,  
Auctioneer.  
Hongkong 6th July, 1898. [832]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"  
Captain Williams, will be despatched on  
TUESDAY, the 12th instant, at 4 P.M.  
For Freight or Passage apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th July, 1898. [831]

## Intimations.

DAKIN, CRUICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARAPATILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MINISTERS and  
other Large Consumers.  
Any communication or address to the  
Manager, 1st March, 1897. [830]

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAPE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all  
kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing,  
Children's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.  
The Superiores will also be most grateful for  
any PAIRS, or old ENVELOPES to be made into  
Books for the Children of the Poor Schools, who  
are taught by the Sisters.  
Hongkong, 1st April, 1897. [1000]

A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manu-  
facture are sold throughout the  
Far East and are invariably pre-  
ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.  
The best materials only are used.

THE PRICES are only half those  
charged in England.

WATERS MANUFACTURED BY US are  
acknowledged by the leading English  
makers to be equal to those of their  
own production.

SIR EDWARD FRANKLAND, K.O.B.,  
D.O.L., F.R.S., F.C.S., &c. the greatest  
living authority on Water, reports as  
follows on the water as prepared and  
used by us in our manufacture:—  
"It possesses an extremely high de-  
gree of organic purity and is  
of most excellent quality for  
"drinking."

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.  
Hongkong, 18th June, 1898. [7]

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor," and not to the Manager.  
Communications intended for publication must be accompanied by the name and address of the writer; not necessarily for publication, but as evidence of good faith.  
While the columns of the Hongkong Telegraph will always be open for the fair discussion of questions of public interest, it is respectfully requested that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.  
Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and it therefore the best medium for Advertisements. Terms can be learnt on application.  
The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegrams addressed to "Telegraph," Hongkong.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 6, 1898.

## NOTES AND COMMENTS.

Yesterday, in commenting upon the telegram courteously placed at our disposal by Consul General WILDMAN, we remarked that Admiral CERVERA must have come out of Santiago harbour and met the American fleet. The telegram received by Consul General WILDMAN today confirms our views, and it is now beyond a doubt that the fleet was destroyed outside of Santiago. In all probability the Spaniards, noting that Admiral SAMPSON had withdrawn after bombard- ing the forts, came to the conclusion that the American ships were more or less damaged and had probably gone to Key West for repairs or coal, and think- ing that they could escape from the harbour unmolested a tempted to do so, but were met outside by the American fleet and destroyed by force of superior numbers. It is also likely that the Spaniards fell into a cleverly prepared trap, for it cannot for a moment be supposed that the Spanish squadron could for an instant have hoped to deal with the powerful fleet under command of Admiral SAMPSON. Admiral SAMPSON would prob- ably doubtless withdraw in order to enice the Spanish ships out of the harbour, and the success of his ruse is only too patent from the utter annihilation suffered by the Spaniards.

Once again have the Americans scored a cheap victory, for the telegram states that they did not lose a single ship, and this is most likely due to their superior marksmanship, which stood them in such good stead at Cavite on May 1st. Reuter appears to have received three separate accounts, the first of which, stating that Admiral SAMPSON entered Santiago harbour is evidently erroneous, while the two latter taken together probably show what really took place. That the Spaniards should run their ships ashore rather than face the overwhelming American force is but natural, and having run them ashore they would doubtless set fire to them in order to keep them from falling into the hands of the enemy.

A great deal of talk has taken place in the colony of late on the subject of the Spanish Reserve Squadron, and many have been the surmises as to the reason for Admiral CAMARA declaring that his ships were in need of repairs at Port Said. The most reasonable explanation of his action is that before he had completed coaling from his coilers the twenty-four hours during which he was entitled to remain in port had expired, and he then announced that he required time to repair. This would have to be granted, and at the same time the Egyptian Government would not be able to object to the ships continuing to coal, so long as the coal was not taken from the shore. This shows Admiral CAMARA is well aware of the laws of neutrality and how far he can go with regard to them, and should he prove to be as good a sailor as he is a lawyer, we may yet expect to see him reach Far Eastern waters, despite the many predictions to the contrary, which one hears upon all hands.

## REUTER'S MESSAGE.

THE SPANISH-AMERICAN WAR.

DESTRUCTION OF ADMIRAL CERVERA'S FLEET.

LONDON, July 4th.

It is officially announced in Washington that Admiral Simpson entered the harbour of Santiago de Cuba on Sunday and destroyed the fleet of Admiral Cervera.

A despatch from General Shafter to the Government says that the Spanish fleet left Santiago harbour on Sunday and is reported to be practically destroyed.

Another despatch states that the Spaniards ran their ships close in shore and then set them on fire.

## THE PLAGUE.

During the 24 hours up to noon, 6th July, 10 cases and no deaths from plague were reported.

## WEATHER REPORT.

The Observatory report to-day says:—On the 6th at 11.35 a.m.: The barometer has fallen slightly in the North, and remains steady in the South. High pressure still covers the Pacific in the neighbourhood of the Looeoo Islands, and a low pressure area lies over N. China. Gradients slight in the South, moderate in the North. Force of wind—Moderate S.E. winds; mostly free, but probably some showers.

## LOCAL AND GENERAL.

A COOLIE was to-day sent to goal for two months with hard labour for stealing \$70 from a Chinese hawk.

FOR carrying arms without a license a Chinese hawk was to-day fined \$100, in default three months' imprisonment.

Six strokes of the birch was the penalty awarded a 13-year old boy to-day for stealing a pair of shoes from a shopkeeper.

THE Kodo Chronicle learns that the Russian Grand Duke Kiril, son of the Grand Duke Vladimir, is to visit Japan.

A COOLIE who could not satisfactorily account for the possession of 95 bottles of dyestuff was to-day fined \$25, in default six weeks in goal.

THE unlawful possession of a Chinese Oranmont coat a coolie to-day \$25, failing payment of which he goes to goal for six weeks. He said he "picked it up."

FOR breach of the Optum Ordinance, a coolie was to-day fined \$10 in default one month. A similar penalty was awarded a coolie who was found in possession of clothes for which he could not account.

THE Queen has been pleased, by Letters Patent under the Great Seal, to declare that the children of the eldest son of any Prince of Wales shall have, and at all times hold and enjoy, the style, title, or attribute of "Royal Highness."

THERE has been some suggestion (says the L. & C. Express) that Sir Claude Macdonald would be the successor of Sir Nicholas O'Connor, as H.M.'s Ambassador at St. Petersburg. It would certainly be with regret that we should miss him from Peking if he was transferred.

ON the 14th ult., Li Hong-chang and Chang Yin-bun received decorations of the 2nd rank from the Emperor, and were received in audience wearing the orders. This is the first time that the Emperor has conferred any such decoration on his Ministers, the order in question being reserved for the representatives of other Powers.—P. & T. Times.

THE Prince of Wales, on 31st May, entered upon the 15th year of his Grand Mastership of Mark Mason, and at Grand Lodge of the order (Vicereine) Dargavay, Deputy Grand Master, presiding) was proclaimed as reinstated in that position. The Earl of Euston was again appointed Pro Grand Master, and Viscount Dargavay Deputy Grand Master.

QUITE a metamorphosis has been effected by Mr. A. Harper at the premises formerly known as the Grand Hotel, Queen's Road West. The place has been completely renovated and the business is now carried on by Mr. Harper under the sign of the Spentman's Arms. The bar is very handsomely fitted, and the parlour dining rooms and other apartments are all that could be looked for in an up-to-date hotel. The genial host has paid every attention to the comfort of his patrons and gives his personal supervision to the business. He has made a much-needed change in the house in every way and his enterprise deserves all success.

THE Admiralty have given instructions for Her Majesty's first-class battleship *Barfleur*, 14 guns, 10,500 tons, 13,000-horse power, to replace the *Cristobal*, 12 guns, first-class cruiser, 7,350 tons, 12,000-horse power, as flagship of Rear-Admiral Charles C. P. FitzGerald, second in command of the China Station. The *Barfleur*, which was recently transferred from the Mediterranean to the China Station, is to be re-commissioned at Hongkong with a new crew. Captain F. W. Fisher, late of the *Orlando*, the recently-retired flagship from the Australian Station, will command the *Barfleur* on 18th inst. for the voyage to China with the new crew of the *Barfleur*, and will afterwards take over the command of the *Grafton*. Captain R. N. Custance and the present crew of the *Barfleur* will return to England in the *Blenheim*.

Mr. James Edwards was yesterday granted a publican's license to sell and retail intoxicating liquors on the premises situate at Waterfall Bay, under the sign of "The Waterfall Inn." Mr. Geddes, for the applicant, said Mr. Edwards had applied to the Colonial Secretary for a temporary license, which was refused on the ground that the Colonial Secretary had only power to grant licenses under section 8 of the Ordinance, which section only applied to places of public entertainment or to public occasions for a short period. The place was inaccessible and out of the way, and it was not likely drinking to any extent would go on during the short time in which the applicant proposed to use it—for an hour or so each day and perhaps twice on Sundays—purely for the recreation of bathing. The applicant had started this bathing club, and he thought it was for the public benefit it should go on.

ABOUT half-past five o'clock on the morning of 27th ult. as the P. & O. Co. steamer *Shanghai* was trying to take up her berth on the east side of Kowloon Pier, she collided with the structure and caused considerable damage. About a third of the way in from the end of the pier, and close to one of the traversing tables, the eastern fore and aft beam is badly damaged, and two or three of the vertical girders are bent, if not broken, as well as several of the cast-iron caps and wrought-iron ties and braces connected with them. The rails are also displaced and a considerable part of the woodwork carried away, with other damaged material. The injury to the ship is slight, if she has sustained any at all. We believe this is the third time the *Shanghai* has been so unfortunate as to collide with the pier, but this is Captain Peter's first experience.—K. Chronicle.

A NUMBER of unlicensed lodging house keepers were before Captain Hastings to-day and fines ranging from \$15 downwards were inflicted.

INSPECTOR Moffatt raided a gambling house, No. 4, Wing On Street, last night and bagged 14 prisoners. The "play" was small and so the first and second prisoners to-day got off with fines of \$15, in default six weeks, and the rest were fined \$1 each or seven days.

AT the Magistracy to-day a coolie employed at the Star Coffee House charged a seaman named John J. Lewis with assault. Plaintiff said he was asleep when defendant awoke him with a blow and afterwards punched him again. A fine of \$5, in default fourteen days was imposed and defendant was also ordered to pay plaintiff \$3 compensation or go to goal for ten days.

WE learn from the Tokio papers that recently an unknown disease broke out in the Toho prison, Kanagawa prefecture. About twenty prisoners are suffering from it. The origin of the disease, we are told, is being carefully investigated. It is believed that the poor quality and the insufficiency of the rations may prove to be the cause. The dietary scale, our contemporary says, limits the cost of a meal to two sen. Considering the rise which has occurred in price, the amount of food supplied must be altogether inadequate to sustain the health of the unfortunate who are condemned to this ungenecious fare.

OVER 15,000 copies of the German edition of Professor Schenk's sex theory book have been sold, and the publishers have a second edition in preparation. Arrangements have also been made, says the *Daily News*, for the translation of the work into various languages. Science has not yet pronounced upon the Professor's "sugar and spice" theory, but it continues to form the chief subject of popular conversation in the Austrian capital. Professor Schenk's discovery has earned for him the unpleasant title of "the girl-slayer." In certain circles sugar and spice of every description are now regarded with horror. It is even said that a lady entered a restaurant the other day and asked in a fit of abstraction to be shown 'a' menu composed in accordance with the principles of the new theory.

MANY and loud have been the complaints that we have heard on all hands since the great delay in the delivery of the papers received by the French Mail yesterday. The English papers did not reach our office until about seven o'clock last night, long after we had gone to press, and a correspondent informs us that he did not receive his mail until to-day. A Kowloon resident has shown us a postcard received yesterday by the French mail which has been so nibbled by rats as to be unrecognizable. If the delay in the delivery of the papers was caused by a general rat hunt in the P. O. we think that the least that the officials could have done would have been to have invited the public to participate. Besides a few more sorters we would suggest a few rat traps as being necessary to the P. O., or a pack of fox terriers.

## A FAMILY SQUABBLE.

At the Summary Court this morning before Mr. A. G. Wise, Police Judge, Matilda Horton brought an action against F. M. Richardson, engineer, for the recovery of a piano. Mr. M. W. Slade appeared for the defendant. It appears that about two years ago the plaintiff broke up her house and lived with Mrs. Richardson, her daughter. Mrs. Richardson was not on good terms with her sister, Mrs. Coyle, and a few weeks ago she told her mother that she had to choose between her two daughters. Mrs. Horton replied that she would not have any dispute with Mrs. Coyle and then she was told to leave, which she did, taking some of her furniture with her, but left a piano which Mrs. Horton claimed to be her property and as having been bought with her own money. The piano, it appears, was sent to Messrs. Lane Crawford & Co. for safe keeping. Mrs. Richardson claims that the piano was given to her by her father, Mr. Horton, Inspector in the Registry Department, before leaving for England and brought a suit against Messrs. Lane Crawford & Co. for the return of the piano or its value. Mrs. Horton in her evidence said that when her husband left on 8th May, 1896, he left all the furniture (including the piano) to her that she might sell it by auction. The value of the furniture was estimated at \$1,000, which at the rate of \$10 per month would last her for five years after which period, if she was in need, she could write to him.

Cross-examined by Mr. Slade, Had there not been some talk between you and your husband before your daughters were married and one of you said that the piano should go to the one who was married last?—It was my property?—I can give it or not.

And your husband has no right to give it?—No.

The Police Judge—Unfortunately the law in this colony is that what belongs to you belongs to your husband.

Cross-examination continued, "When your husband left did he not say that he gave it to May (Mrs. Richardson)?—No.

Did not Mr. Horton write a letter before he left to Mr. Richardson, in which he said—"I have given the piano to your wife. You will be very foolish if you do not insist on having it?"—I do not know. I have not seen it.

Mr. Slade said that the letter had been lost and either Mr. Richardson or Mrs. Richardson accused Mrs. Horton of having taken it.

In reply to His Lordship, witness said that she agreed to a letter being sent to her husband asking him whether he had given the piano or not. She added that the piano was the only property she had and if it was taken away she would have to fall on the mercy of the Court and on the community for support.

His Lordship said that Mr. Slade should write the letter and show it to Mrs. Horton before sending it. Both parties would have no difficulty in identifying Mr. Horton's writing, and if he replied that he had given it to Mrs. Richardson there was an end of the case.

The case was adjourned sine die.

## THE WAR.

SAMPSON'S GREAT VICTORY.

CERVERA'S SHIPS DESTROYED WHILE TRYING TO ESCAPE.

NO AMERICAN SHIPS LOST.

SIXTEEN HUNDRED PRISONERS.

Consul General Wildman received the following telegram from the *New York World* this afternoon:—  
Cervera's seven ships sunk Santiago trying escape. Cervera and 1,600 men captured. No American ships lost.

THE SPANISH FLEET FOR THE PHILIPPINES.

ENTERED THE SUZ CANAL YESTERDAY MORNING.

Last night Consul-General Wildman received the following telegram from Mr. Wells, U. S. Acting Consul-General at Cairo:—  
"Fleet entered Canal this morning."  
(Clippings from Home Papers.)

NEW YORK, June 2nd  
The following message has been received by the *Journal* from its correspondent on board the *Journal's* despatch boat at Kingston:—  
"The outer fortifications of Santiago de Cuba are practically in ruins, particularly Morro Castle. Admiral Cervera's flagship was battered and charred. Some of her plates were broken and the machinery was injured. Foreign guns recently imported sent projectiles from a battery of Krupp guns close to our ships, but none of Commodore Schley's vessels were struck. The whole of the American fleet will shortly be before the Spanish stronghold, prepared to effect their destruction or surrender."

"The *Blenheim* first made certain of the presence of the Spanish fleet at Santiago. She was cruising close to the harbour entrance, and found four Spanish cruisers, two torpedo-boat destroyers, and the old *Reina Mercedes* lurking behind the batteries at the mouth of the harbour. Commodore Schley made up his mind to draw the enemy towards the batteries with the object of making the enemy reveal the position of their new masked batteries, and of compelling the fleet to come out of port and fight."

"Commodore Schley transferred his flag from the *Brooklyn* to the *Massachusetts* at noon, and two hours later the *Massachusetts*, the *New Orleans*, and the *Tow*, in the order named, not more than a cable apart, steamed towards the entrance to the harbour of Santiago and within 4,000 yards of Morro Castle. The other ships of the blockading fleet lay two miles out with, just beyond enough for steering purposes."

"The *Massachusetts* opened fire first, taking the Spanish flagship for her target. She fired a 12-inch shell, but it was not a good shot, almost as bad as the one which answered it. The *Massachusetts* then tried her 10-inch guns, the *Cristobal Colon*, four batteries to the east side, one to the west, and one on the island in the middle of the channel, with their 10-inch and 8-inch guns, answering shot for shot to our 6's 12's and 13's. The bombardment was not very effective on either side at first. Both sides seemed unable to get the range. The American ships engaged steamed across in front of the batteries at full speed, then circled and passed again."

"Both sides had found the range by the time of the second passage, and began to shoot close. Several shells burst right over the *Tow*, and 3 fell dangerously near the *New Orleans*, while another dashed the spray against the bow of the *Massachusetts*. Meanwhile the American fire was eating its way into the forts, for when once the range was found few shots were wasted. The walls of Fort Morro began to crumble in many places, and the fire from its guns was the first to slacken. Two men were seen standing on the highest parapet during the first part of the engagement watching our fire through the telescopes, but later they disappeared in the explosion of one of the *Massachusetts*' 13's shells."

"After half an hour's firing both forts to the east and the one on the island were silenced. Five minutes later our ships ceased firing. The Spanish batteries and the Spanish flagship kept up the firing for 20 minutes longer. At one time a firing boat from the American salient and another were raised that the *Cristobal Colon* was on fire. It seemed so, after a shell from the *Tow* had exploded on her, but the Spaniards appear to have soon extinguished the fire, for she kept on firing and fired the last gun in the action."

"The Washington correspondent of the *World* declares that he has received the following facts on the subject of the battle:—  
"The orders sent from the Navy Department to Commodore Schley at Santiago were substantially that he was not to try to take Santiago or reduce the fortifications, and not to engage Admiral Cervera if he tried to escape until the Spanish fleet was sufficiently clear of the forts to be unable to receive the assistance of the guns of the land batteries. He was not to let Admiral Cervera escape, nor permit supplies or reinforcements to go into the harbour; and he was to prevent the Spaniards from repairing or increasing the fortifications at the mouth of the harbour."

"On Tuesday morning the Spaniards began to repair and strengthen the fortifications at Morro point, to the right of the entrance to the harbour. Commodore Schley discovered what was going on and at once prepared to stop it. The large ships of his squadron simply steamed past Morro Point, firing as they went. The fire was concentrated on Morro Castle and the batteries on either side of it where men had been seen working. The so-called bombardment lasted an hour and a half. The Spaniards kept up a vigorous return fire, standing to their guns bravely."

"When Morro Castle was in ruins and abandoned, and when the last gun in the batteries near had been silenced, Commodore Schley signalled to the ships to draw off. He had done exactly what he came to do. He paid no attention to the fire of the forts and batteries to the left of the harbour, as no work was proceeding on these. While the squadron was perhaps strong enough to force the harbour and capture the Spanish fleet he did not think of attempting to do so. The Administration intend to capture Santiago, but the sea assaults will not take place until all the battleships, monitors, and cruisers are assembled at Santiago. A land attack will be made at the same time, and the Americans will be aided by a force of insurgents who are daily in communication with Commodore Schley."

A SPANISH RUMOUR.

MADRID, May 29th.  
The following telegram has been received here from Havana:—  
"The United States warships which were off Santiago de Cuba disappeared yesterday. The direction taken by them is not known. A large sailing vessel with a cargo of provisions from Barcelona arrived yesterday at Nuevitas, in the north-east of Cuba, after having evaded the blockade."

The most extraordinary rumours are current with reference to the reported death of Rear-Admiral Sampson by Admiral Cervera's squad-

ron. The *Journal El Progreso* publishes the following details contained in telegrams from Paris:—  
Commodore Schley's squadron parted company with Rear-Admiral Sampson off Punta Malet and steered towards Yucatan Channel, followed at some distance by Rear-Admiral Sampson's vessels. Both squadrons were sighted from the Santiago watch towers. Rear-Admiral Sampson arrived off Puerto Principe and then sailed on in the direction of Jamaica.

Admiral Cervera left Santiago at midnight on the 25th. All lights were extinguished. The *Vizcaya* and *Albatros* *Oquendo*, preceded by the destroyer *Furor*, took up a position near the coast of Jamaica. Two hours later the rest of the squadron left Santiago and sailed in a southerly direction.

On the morning of the 27th the *Furor* steamed rapidly towards the flagship and announced the approach of the enemy. Rear-Admiral Sampson's ships came on at full speed towards the Spaniards who accepted the combat, but continued to move in a southerly direction, in order to join the rest of the squadron.

Presently the battle raged furiously on both sides. The Americans detached three cruisers and three smaller vessels to surround the *Albatros* *Oquendo* and *Vizcaya*. The *Furor*, under a cross fire from the enemy, made for the American flagship, and notwithstanding the fire from the heavy guns of the Americans, the outcome of the contest was that two American ships were sunk. One Spanish vessel had her steering gear disabled. The remaining ships of the American squadron were so badly damaged that they were compelled to take refuge in Hayti.

It is reported that the Colon captured one American ship which had been disabled by a shot from the *Vizcaya* which perforated her side. The *Vizcaya* had a narrow escape from destruction by an American destroyer after it was believed the combat had ended.

The Spanish ships made for Havana, but would, it was expected, seek refuge at Cadiz or Matanzas should the condition of the vessels or the presence of the enemy in superior force render this necessary. This eventually, however, is considered doubtful, as Commodore Schley was cruising in the Yucatan Straits.

## NAVAL AND MILITARY NEWS.

The following appointments have been made at the Admiralty:—  
Captains.—Frederick W. Fisher, to the *Blenheim*, to take the place of the late *Barfleur*, and afterwards to the *Grafton*, W.M.C. Fleet Paymaster.—Robert T. M. MacLeod, to the *Blenheim* and afterwards to the *Barfleur*, and Francis R. C. Whiddon, to the *Blenheim*, from the *Barfleur*, W.M.C.

The *Blenheim*, cruiser, Capt. W. H. B. Graham, was to be paid off at Chatham on June 27 and recommissioned on the following day to take out a new crew for the *Barfleur*, battleship, Capt. R. N. Custance, on the China Station.

The *Indus*, guardship of reserve at Devonport, Captain W. A. D. Acland, was to be put out of commission and came to be assigned to the Admiral-Superintendent Rear-Adm. H. J. Carr. She will resume her former name of *Vallentia*, and will be attached to the *Vivid*, flagship of Adm. the Hon. Sir E. R. Fremantle, continuing to be used as a store for torpedo-boats and torpedo-boat destroyers. The *Indus*, which is now used as a floating factory by the steam reserve of the port, will be renamed the *Indus* and be put in commission under Capt. Acland who has charge of the dockyard reserve, and will become the flagship of the Admiral-Superintendent.

A Court-martial was held at Devonport recently on board the *Conqueror*, tender to the *Cambridge*, gunnery school ship, Capt. W. M. Long, for the trial of Paym. John Riches, of the *Curaçao*, trailing ship for boys, Com. T. H. M. Jermam, who was charged with drinking liquor to such an excess as to produce illness by which he was unfit for the discharge of his duty on May 9. Capt. G. H. Cherry, of the *Sirius*, cruiser, was President of the Court. Com. Jermam, who was charged with the case, was acquitted, and the defendant was acquitted in his defence by Mr. Fyfe, solicitor. The Court-martial letter by Com. Jermam stated that on the morning of the 9th May, Surg. H. E. Fryer, of the *Pilot*, then in medical charge of the ship in lieu of Surg. M. Nabb on leave, reported in the first instance to the first lieutenant, and afterwards to him that he had placed Mr. Riches on the sick list suffering from dyspepsia brought on by excessive drinking. He considered his immediate removal to hospital desirable, and Com. Jermam sent Mr. Riches there at once in a cab accompanied by the medical officer. Mr. Riches was discharged from hospital on the 10th May. On being informed of the report that had been made by Surg. Fryer, Mr. Riches denied that his illness was brought on by drinking, and stated that he thought that Surg. Fryer was mistaken in his diagnosis of the case. Mr. Riches was present at the divisions on May 9, and did not go on shore afterwards. Several witnesses were called and examined. For the defence it was contended that the illness was due to a cause other than drinking. The Court found the charges proved, and sentenced the defendant to be "dismissed from his ship and to lose 12 months' seniority."

The death is announced, in London, at the age of 28 years, of General Thomas Edmond Knox, C.B., colonel of the Norfolk Regiment. He joined the army in January, 1838, obtained his captaincy in 1846, and when Lieutenant-Colonel commanded the 6th Regiment in China throughout the campaign of 1860, being present at the action of Sihao and at the taking of Peking. He was captured of the main fort he led the storming party across the main ditch, when 77 officers and men of the 6th were either killed or wounded. He was mentioned in despatches by Major-General Sir Robert Napier as "having led the wing of his regiment at the taking of the Taku forts in the most spirited manner," and as having been among the first to enter after swimming the ditch. For these services he received the medal with two clasps.

The gallant officer attained the rank of major-general in October, 1865, of Lieutenant-General in May, 1871, and of general two months later. He was appointed colonel of the Hampshire Regiment in November, 1888, and became Colonel of the Norfolk Regiment in December, 1893.

The



crusiers 10; unprotected cruisers, 8; coast defence vessels, 3; torpedo vessel, 1; torpedo-boats, 44—a total fleet of 70. Japan is also building battleships, 3; protected cruisers, 6; unprotected cruisers, 1; armoured cruisers, 6; torpedo-boat destroyers, 8; torpedo-boats 12.

### THE FUNERAL OF MR. GLADSTONE.

The ceremony in the Abbey on 18th May was an impressive culmination of the national mourning for Mr. Gladstone. Since the funeral of the Great Duke, there has been no ceremony of the kind so imposing.

The members of the two Houses of Parliament began to assemble in their respective chambers before 9 a.m., and although early 150 peers and upwards of 400 members of the House of Commons attended and at the appointed time walked in procession to Westminster Hall, where the funeral procession was formed. It was headed by officials of the College of Heralds, after whom came the House of Commons. Next followed the Heralds, Privy Counsellors who are not members of either House of Parliament, the House of Lords (exclusive of members of the late Ministry), the members of the late Ministry, representatives of our own and foreign Royal Families, the Dukes of Connaught and Cambridge, Lord Pembroke, representing the Queen, and Duke of Norfolk. Earl Marshall, immediately preceding the coffin, of which the pall-bearers were—on the right, Lord Rendel, the Duke of Rutland, Mr. Balfour, Lord Salisbury and the Prince of Wales; and on the left, Mr. G. A. Armitstead, Lord Rosebery, Sir W. Harcourt, Lord Kimberley, and the Duke of York. The Bishop of London walked close behind the coffin, and then came the relatives and private friends of the dead statesman, the Rev. Stephen Gladstone, rector of Haverdham, officiating as chief mourner. The gentlemen who had acted as private secretaries to Mr. Gladstone when he was Prime Minister, the physicians who attended him in his last illness, his servants, and a deputation of inhabitants of Haverdham brought the procession to a close. The short route from Westminster Hall to the Abbey had been occupied for hours by a crowd as dense as could well be gathered in so small a space, who with respectful and reverent in demeanour, the route was lined by the Eton Volunteer corps and by large numbers of police.

THE SCENE IN THE ABBEY.  
Within the Abbey every available space was occupied by the great congregation, including many distinguished men and women. The Princess of Wales and the Duchess of York were present, and shortly after ten o'clock Mrs. Gladstone entered with several members of her family—the whole assemblage rising to receive her. The coffin having been placed under the lantern, and the members of the procession having taken the places reserved for them, the Dean of Westminster read the first part of the service, and thereafter, while a hymn was being sung, the coffin was taken to the grave, and was lowered into the place prepared for it. While the remainder of the service was read by the Dean of Westminster and the Archbishop of Canterbury.

There was here an interruption, inconspicuous yet not unceremonious—a return to that earthy glory which in one sense and within certain limits was the chief note of the great State funeral. The Garter King of Arms stepped forward, and in clear resonant tones proclaimed the quality and titles of the dead. The sound struck bluntly across the silence; and it ended as suddenly as it began. As the voice faded, the Garter King of Arms broke out in splendid commentary: The Grace followed, and Stainer's lovely reverend Amen. Lastly, the congregation all standing, the voices of all that were present joined in that perfect melodic paraphrase of the 90th Psalm, "O God, our help in ages past."

The notes of the organ ceased, and a great silence descended upon the congregation. All fell upon their knees—the fair-haired children round the grave, the venerable lady who, with strongest fortitude, had stood between her two sons throughout the service, the mourners who were bound to him by ties of kindred, the mourners who were tied to him by bonds of affection and respect—even the people who peered through the railings, the Archbishop alone remained standing. Strong, hopeful, helpful, commanding, he stood among the flock with his great head thrown back, pronouncing the Benediction. He seemed to be blessing a nation. And on the hush that followed broke the thunder of the March in "E-flat." The Prince turned aside, and along the line of set faces of men who were no strangers to sorrow one saw many a man with unconscious tears flowing down his cheeks unheeded and unchecked. At last Mr. Gladstone's two sons raised her, and for the first time she sat in the chair which had been placed for her at the head of the grave. As yet nobody moved, but while she sat there suddenly the Prince of Wales crossed to her, and, stooping, kissed her hand. There could have been no more poignant perfect, no act of sympathy more kindly and sincere. The Premier followed the Prince, and to him Mrs. Gladstone spoke; and after him others came to the place where she sat like that stricken mother who bade kings come bow to the throne where she and sorrow dwelt. At last, however, the little procession ended, and Mrs. Gladstone, with her children passed away from the grave. The triumphant march of Handel had now ceased, and with the saddest notes of Schubert's "March Solenne" echoing in their ears the great assemblage slowly left the Abbey, leaving behind them the great man who is now one of the nation's dead.

Shortly after half-past twelve people began to leave the Abbey, and well-known forms could be seen walking through the square. Presently the royal carriages took up their occupants and drove off, the people raising their hats, but refraining from cheering or any other display. When Mrs. Gladstone drove by a sympathetic hush fell upon the crowd, and heads were bowed in sorrow and affection for her. Shortly afterwards the procession of Lords and Commons walked slowly back to Palace Yard. Once within the building they were followed by the Eton Corps, which went across Westminster Bridge. Then the reserve police were marched off; the police who kept the route left out; and the crowd mingled thicker and thicker, until it resolved itself into streams, going north, south, east, and west. Soon after one o'clock the square presented its normal appearance, though many lingered at the Abbey, as though loth to leave the spot where the remains of the beloved statesman were laid.

A MESSAGE FROM THE QUEEN.  
The following telegram from Her Majesty was despatched on the receipt of the funeral—  
"Balmora, May 28th.—To Mrs. Gladstone, 21, Carlton House-terrace, London.—My thoughts are much with you to-day, when your dear husband is laid to rest. To-day's ceremony will be most trying and painful for you, but it will be at the same time gratifying to you to see the respect and regret evinced by the nation for the memory of one whose character and intellectual abilities marked him as one of the most distinguished statesmen of my reign. I shall ever gratefully remember his devotion and zeal in all that concerned my personal welfare and that of my family.—Victoria, R.J."

### BRITISH AND CHINESE CORPORATION.

One of the most important companies—indeed it has the potentialities of being the most important—that has ever been projected in connection with British trade in China has just been registered by Messrs. Harwood and Stevenson, 31, Lombard-street, E.C., with a capital of £250,000 in £100 shares. Its objects are to apply for, purchase, or otherwise acquire any contract, decrees, and concessions for or in relation to the construction, execution, carrying out, equipment, improvement, working, development, administration, management, or control of public works and undertakings, and to undertake, execute, carry out, dispose of, or otherwise turn to account the same, in China and elsewhere, which (above) expressions in this memorandum include railways, tramways, docks, harbours, piers, wharves, canals, reservoirs, embankments, irrigations, reclamations, improvements, sewage, drainage, sanitary, water, gas, electric light, telephone, telegraph and power supply works and hotels, ware-houses, markets, and public buildings, and all other works or undertakings of public utility; to acquire and turn to account any mines, mining rights, granite leases, claims, concessions, options of purchase, &c., in any part of the world, and to deal with work, and turn to account the same in such manner as the company shall see fit; to develop the resources of such lands and estates as may from time to time be acquired by the company by clearing, planting, farming, and building thereon; to lay out towns and villages, and to promote immigration thereto; to acquire and turn to account any patents, copyrights and inventions, &c.; to act as engineers, planters, farmers, carriers, ship-owners, shipbuilders, merchants, manufacturers, importers and exporters; to deal in property—real or personal—of all kinds; as capitalists and financiers; to deal in and with shares, stocks, bonds, and securities of every description, general guarantee business; as company promoters, &c.; and with a view to the above objects or any of them, to adopt and carry into effect an agreement expressed to be made between the company and the one part and the Hongkong and Shanghai Banking Corporation of the other part; and a second agreement made by this company of the one part and Messrs. Jardine, Matheson and Co. of the other part. The signatories are:—

F. D. Barnes, 122, Leadenhall-street, London, shipowner ..... 1  
J. W. Barry, 23, Delahay-street, Westminster, civil engineer ..... 1  
E. Cameron, 31, Lombard-street, London, merchant ..... 1  
E. F. Davidson, 5, Whitehall-gate, London, merchant ..... 1  
C. C. Macrae, 4, Bank-building, London, barrister ..... 1  
W. Keswick, 2, Lombard-street, E.C., merchant ..... 1  
J. Walter, 31, Lombard-street, E.C., banker ..... 1  
The first directors—of whom there shall be not less than three nor more than five—are F. D. Barnes, E. Cameron, Sir A. Colville, K.C.S.I., R.C.M.G., C.I.E., W. Keswick, and C. C. Macrae. The qualifications of £1,000 Remunerable will be fixed by the company. So long as the above-mentioned agreements shall remain in force the Hongkong and Shanghai Banking Corporation and Messrs. Jardine, Matheson and Co. shall each be entitled to nominate one person to be a director of the company.

An association, which comprises the largest banking facilities in the Far East, coupled with the premier mercantile house in the China trade, and allied with the greatest British shipping company, will readily be recognised, contains a series of elements that constitute great power.

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

The following is the sixteenth annual report of the Board of Directors presented to the shareholders at the seventeenth ordinary general meeting, held at the offices of the Company, London, on Thursday, the 9th day of June, 1898:—

The Board of Directors submit herewith their Report and Statement of Accounts for the year 1897. They are glad to say that their anticipation of an improved result for the year's working has been fully realised, and the Board is enabled after providing for the usual depreciation on the fleet, to recommend a dividend of 5 per cent., and to carry forward a balance of £13,070.70 to the next year.

Although there has been no material increase in the local trade, circumstances have caused better rates of freight to prevail during some portion of the year. The increased tonnage added to the fleet in 1896, and which only came into full work during the past year, has also to be taken into account, the newer vessels naturally commanding some preference.

There have been fully the usual number of minor claims upon Underwriting Account, but no total loss, and the Account now stands in a very satisfactory position, with balance at credit of £109,283. Up to the present time in 1898 no serious disaster has occurred.

Exchange Account has again been unfavourably affected by a fall in rates, and it has been necessary to provide for a loss of £3,026. Since the commencement of the year a further gradual decline has taken place which will render additional provision necessary in the current season. The Board have therefore charged the above loss to Reserve, and left Exchange Reserve at the same figure at which it stood in last account.

No steamer has been added to the fleet during 1897. A contract has been entered into for a new vessel of greater size for the Calcutta trade, which will be ready in January. The board have also recently purchased the steamer *Eden*, a comparatively new vessel, which they are now despatching to China, and which it is expected will prove very serviceable for the coasting trade.

The *Tai Sang* and *Wing Sang* have had their engines altered from compound to triple expansion, with new boilers to arranged as to afford considerable additional stowage capacity with reduced consumption of fuel.

The Board have been giving their attention to the requirements of tonnage for the inland waters of China, which are to be opened under recent agreements between our own and the Chinese Government, especially in the region connected with the Yangtze River. When further information is procured as to the prospects of trade, and the depth of water that may be counted upon, steps will be taken to provide some suitable craft for this extension.

On the West River in the Canton province a trade has still to be built up, the first essays on a small scale. There is, however, encouragement to persevere, especially with the passenger traffic, and vessels are being adapted to the shallow water met with in the upper reaches of the River are about to be specially built for the purpose.

The state of the River Pella during the past year has been very bad, and has seriously interfered with the Tientsin traffic. It is now proposed to raise a special fund for the improvement of the River by a small Municipal tax on goods entering the Port of Tientsin, and it is hoped that the negotiations commenced on this

subject may shortly be completed. The Wosung bar on the Shanghai River, though something is done to keep it open, is by no means in a satisfactory state for the very large traffic passing through it.

The Director who retires on this occasion is Mr. William L. Watson, who being eligible, offers himself for re-election.

The Auditors, Messrs. Torquand Youngs & Co., will likewise be proposed for re-election.

By Order of the Board,  
J. MACANDREW,  
Chairman.

### NOTANDA.

#### CALENDAR.

Meteorological means based on ten years' observations to 1895.  
Barometer ..... 29.867  
Thermometer ..... 76.2  
Humidity ..... 84.0  
Rainfall ..... 15.0

TO-DAY.  
WEATHER REPORT.  
On date at On date at  
2 a.m. 4 p.m.  
Barometer ..... 29.86 29.00  
Thermometer ..... 84 83  
Humidity ..... 69 81  
Rainfall ..... 0.01 .....

TO-DAY.  
Wednesday, 6th July, 1898.  
High water—Morning ..... 10.45, 19 min.  
Afternoon ..... 4.45, 19 min.  
Low water—Morning ..... 3.45, 25 min.  
Afternoon ..... 8.45, 25 min.

ANNIVERSARIES.  
1857—Ell M. Bages sentenced to transportation for life for piracy.  
1868—Princess Victoria of Wales born.  
1889—The survey party of the Canton-Kowloon Railway left Hongkong.  
1893—Duke of York married.

TO-MORROW.  
Thursday, 7th July, 1898.  
(Translation of Thomas & Becket.)

Chilce.—  
Jewish.—  
Mohammedan.—  
High water—Morning ..... 0.45, 13 min.  
Afternoon ..... 11.45, 10 min.  
Low water—Morning ..... 4.45, 12 min.  
Afternoon ..... 8.45, 0 min.

ANNIVERSARIES.  
1815—The Allies entered Paris.  
1874—Loss of the s.s. *Canton*.  
1884—Orders of nobility established in Japan.  
1896—Death of Sir John Pender.  
1897—The King of Siam received by the Czar.

### SHIPPING AND MAIL NEWS.

MAILED DUE:  
English (*Coromandel*) 7th inst.  
Australian (*Changsha*) 9th inst.  
Canadian (*Empress of Japan*) 13th inst.  
Australian (*Australia*) 14th inst.  
American (*Baltic*) 17th inst.

THE East Asiatic Co.'s steamship *Malaya*, from Copenhagen, Hamburg and Antwerp, may be considered due here on or about the 24th July.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Kobe at 6 p.m. yesterday, and left again at midnight the same day.

WE are informed by the Agents (Messrs. Gibb, Livingston & Co.) that the E. & A. S. S. Co.'s steamer *Australian*, from Sydney, etc., left Port Darwin for this port on the 4th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Isadora* Pons ..... at Kowloon Dock  
*Retho* ..... " "  
*Ningchow* ..... " "  
*Hyzela* ..... " "  
*Chowfa* ..... " Cosmopolitan

Arrivals. from Agents.  
June 30 *Thales* ..... Amoy, J. M. & Co.  
July 1 *Hallan* ..... Hongkong, J. M. & Co.  
2 *P. C. C. Kiao* ..... Hongkong, J. M. & Co.  
3 *Tamut* ..... Hongkong, J. M. & Co.  
4 *Taihan* ..... Cheloo, C.M.S.N. Co.  
5 *Yungking* ..... Cheloo, C.M.S.N. Co.  
6 *Taiyang* ..... Shanghai, J. M. & Co.  
7 *Hailong* ..... Amoy, J. M. & Co.  
8 *Nanyang* ..... Hongkong, J. M. & Co.  
9 *Tientsin* ..... Hongkong, J. M. & Co.

Departures. for Agents.  
June 30 *Hong Kong* Singapore, L.Y.S. & Co.  
30 *Neuchuang* ..... Shanghai, B. & S.  
30 *Thales* ..... Hongkong, J. M. & Co.  
July 1 *Hallan* ..... Amoy, J. M. & Co.  
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6 *Nanyang* ..... Amoy, J. M. & Co.

IN PORT.—*Passing* (destination, unknown)  
P. C. C. Kiao, *Taihan*, *Yungking*, *Tientsin*.  
PASSED THE CANAL.  
OUTWARD.—May 31st, *Maria Valeria*, China Kiang June 31, *Houkai* Hall, June 71, *Neitor*, *Quan Mary*, *Ratho*, June 101, *Yapan*, *Arara*, June 131, *Shang*, *Prometheus*, June 171, *Brato*, *Ernst*, *Imons*, *Kennu*, June 211, *Carmanah*, *Amoy*, *Amoy*, *Amoy*, June 241, *Borneo*, *Aradica*, *Patricus*.  
HOMeward.—*Prussia*, June 24th.

### Intimations.

KUHN & KOMOR,  
JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KOBE.  
Hongkong, 15th March, 1894.

### THE LEADING CATERERS.

COMPARE OUR  
MENU, BILLIARD TABLES and  
LIQUORS to all others.  
THE GRILL ROOM.  
Hongkong, 1st September, 1897.

### TAKE NOTE

It is UNIVERALLY ADMITTED THAT  
TO indicate the exact use of words, no  
Dictionary can compare with the New  
Edition of  
WEBSTER'S DICTIONARY.  
At the office of the *Hongkong Telegraph* you can see, and procure for SIX DOLLARS, a Copy of the *Webster's Dictionary*, the latest and most  
emphatic proof that *Latin makes sense*.

### Intimations.

THE WANCHAI WAREHOUSE AND  
STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the rate of  
FOUR PER CENT (ONE DOLLAR AND  
FIFTY CENTS PER SHARE) for the six  
months ending 30th June, 1898 will be paid, on  
application to the registered Shareholders in the  
above Company on SATURDAY, the 9th July,  
1898.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 2nd to the 9th July,  
both days inclusive.

MEYER & CO.,  
General Managers,  
Hongkong, 15th June, 1898.

THE HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED will be held at the  
REGISTERED OFFICE of the Company, No. 14,  
Praya Central, Victoria in the Colony of Hong-  
kong on the 11th day of July, 1898, at 3 o'clock  
in the afternoon when the SUBJOINED  
RESOLUTION will be proposed. Should the  
Resolution be passed by the required Majority  
it will be submitted for confirmation as a Special  
Resolution to a Second Extraordinary Meeting  
which will be subsequently convened.

RESOLUTION.  
"That the Regulations contained in the  
printed document submitted to the  
Meeting and for the purpose of iden-  
tification subscribed by the Chairman  
thereof be and the same are hereby  
approved and that such regulations  
be and they are hereby adopted as  
the regulations of the Company to the  
exclusion of all the existing Regula-  
tions thereof."

A printed copy of the proposed new Regulations  
can be seen at any time during Office Hours at  
the Office of the Company.  
Dated the 7th June, 1898.

By Order of the Board,  
THOS. I. ROSE,  
Secretary.

### WORTH A GUINEA A BOX.

BEECHAM'S  
PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS,  
ANNUAL SALE SIX MILLION BOXES.  
50 CENTS PER BOX.

Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helena, England.  
SOLE AGENTS FOR HONGKONG and the  
EMPIRE OF CHINA—  
WATKINS & CO.,  
APOTHECARIES' HALL, 55, QUEEN'S ROAD CENTRAL,  
HONGKONG.

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### Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS,  
PRAYA CENTRAL, HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S GENUINE  
COMPOSITION RED HAND BRAND,  
HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR LAUNCHES,  
&c.,  
Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
F. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 15th May, 1898.

### Intimations.

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, and CLOCK,  
MAKERS, JEWELLERS, SILVER-  
SMITHS, and OPTICIANS.  
CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prize at every Exhibition;  
and for Volgländer and Sokol's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and STYGLASSES,  
Nos. 54 & 56, Queen's Road Central. 140

CAROLINEUM-AVENARIUS  
USED FOR OVER 30 YEARS.  
WHICH THE ULTIMOST SUCCESS.

Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSTAMANN & Co.  
Hongkong, 11th September, 1896. 119

MITSUI BUSSAN KAISHA.  
No. 6, 1st House Street, Praya Central.

Head Office:—TOKIO.  
Branch Office:—  
LONDON, NEW YORK, HOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHWANG and all Ports in JAPAN.

Agents:—  
Mitsui Coal Mines.  
Osaka Coal Mines.  
Kanada Coal Mines.  
Tokyo Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Imperial Government Paper Mills, Japan.  
Cotton Cleaning and Wkg. Co., Shanghai.  
Onoda Cement Company, Japan.  
Kanyoichi Cotton Spinning Mill, Japan.  
Tosaka Cotton Spinning Mill, Limited.  
Tokyo Cotton Spinning Mill, Japan.  
Hayashi Clock Factory.

Hongkong, 11th December, 1896. 145

F. CAZANOVE,  
BORDEAUX.  
GOLD MEDALS  
Bordeaux, 1892, Paris, 1889.

LIQUOR  
OF THE REVEREND FATHER  
A. KERMANN.  
This LIQUOR is employed with  
success to restore the FORCES  
OF THE STOMACH and FACILITATE  
THE DIGESTION.

TONIC WINE  
Of the Rev. Father A. KERMANN  
MOKE-KIMA OF DR. GOLZ.  
CREME DE MANDARINE.  
AVELINE ANIETTE SUPERFINE.  
Apply to Messrs. DODWELL, CARLILL & Co.,  
Hongkong.  
Agents for LAENDER & Co., Paris.

THE CHINA AND JAPAN TELEPHONE  
COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-  
CRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.

Estimates given for all kinds of Electrical  
work.

Trained Mechanicians sent to Out-Ports to fit  
up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,  
Apply to  
W. STUART HARRISON,  
Manager.

Hongkong, 15th January, 1898. 119

### Consignees.

THE CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND  
SINGAPORE.

THE Company's Steamship



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MATSUMURA MARU	Kobe and YOKOHAMA	THURSDAY, 7th July, at Noon.
SAGAMI MARU	VLADIVOSTOK, via SHANGHAI, CHIVOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 8th July, at 12 Noon.
RIJUN MARU	SEATTLE, WASH., U.S.A., via KORE and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.
HAKATA MARU	MARSEILLE, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAPA Ports, PENANG, COLOMBO and PORT SAID.	TUESDAY, 19th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 5th July, 1898.



## SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories.

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT &amp; GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARLILL &amp; Co., Hong Kong

## TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores debility and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

## Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS &amp; Co., Hongkong.

## SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON &amp; Co., Hongkong, 1st September, 1895.

DENTISTRY.

DR. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 8, Queen's Road Central, Hongkong, 9th February, 1898.

SIENTING, SURGEON DENTIST, No. 10, D'ARQUIER STREET, TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1895.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour—HAWTHORN BANK, Brit. Ek., Greig—Shewan, Tomes & Co.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOO," G.

Captain Robison, will be despatched for the above Ports, TO-MORROW, the 7th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK &amp; Co., General Managers.

Hongkong, 6th July, 1898.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ST. NINIAN,"

will be despatched as above on or about the 7th instant, 1898.

To be followed by S.S. "CHALGARN," on or about 20th July, 1898.

S.S. "FORTUNA," on or about 5th August, 1898.

For Freight, &amp;c., apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 1st July 1898.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION,"

Captain Beach, will be despatched on FRIDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th July, 1898.

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"JASON,"

Captain Lynch, will be despatched on SATURDAY, the 9th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th July, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND AFRICAN PORTS.)

THE Company's Steamship

"VINDOBONA,"

Captain C. Belloc, will be despatched as above on SATURDAY, the 9th instant, P.M.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER &amp; Co., Agents.

Hongkong, 2nd July, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on SATURDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th July, 1898.

FOR SINGAPORE, COLOMBO, HAVRE AND HAMBURG.

(Calling at NAPLES if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"DELLA,"

Captain E. Christiansen, will be despatched for the above Ports on or about the 9th instant.

This Steamer has Superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN &amp; Co., Agents.

Hongkong, 2nd July, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain G. Payne, will be despatched as above on TUESDAY, the 12th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 5th July, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"MOYUNE,"

Captain R. Conrad, will be despatched as above on or about the 15th instant.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 5th July, 1898.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"HAWTHORNBANK,"

Greig, Master, will load here for the above port and will have quick despatch.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 13th June, 1898.

## Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"VERONA,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY and STRAITS, &amp;c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th June, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria 3,167 | J. Truebridge ... | July 19.

Olympia 2,608 | T. H. Dobson ... | Aug. 6.

Arizona 5,305 | J. Panten, R.N.R. ... | Aug. 23.

Tacoma 2,549 | A. Dixon ... | Sept. 17.

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar 3,601 | E. Porter ... | Aug. 13.

Maui 3,654 | W. H. Wright ... | Sept. 10.

Columbia 2,605 | A. G. Gw ... | Oct. 1.

Braemar 3,601 | E. Porter ... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON 47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK 41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other Points on application.

Special rates allowed to members of Government and Service.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL &amp; Co., General Agents.

Hongkong, 4th July, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, ALBANY, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern ... | Wednesday | 20th July.

Prins Heinrich ... | Wednesday | 17th Aug.

Darmstadt ... | Wednesday | 14th Sept.

Frisen ... | Wednesday | 12th Oct.

Sachsen ... | Wednesday | 9th Nov.

Bayern ... | Wednesday | 7th Dec.

Prins Heinrich ... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAVERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE &amp; CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 19th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

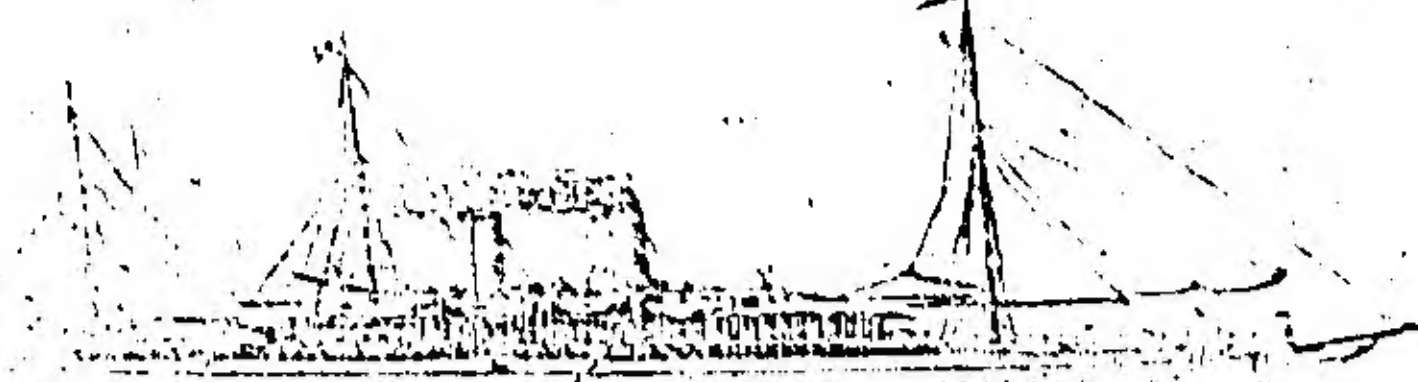
For further Particulars, apply to MELCHERS &amp; Co., Agents.

Hongkong, 22nd June, 1898.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th June, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS.

AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Tuesday, 26th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Tuesday, 16th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Saturday, 13th Aug., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU, on TUESDAY, the 25th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 6th July, 1898.

## For Nervous Exhaustion



CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in debility, nervous losses, dyspepsia of nervous origin and insomnia. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

8, rue Vivienne, PARIS-FRANCE

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Glenfarg (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Saturday, 16th July, at Daylight.

(For Cargo only.)

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ...

Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Chartered Steamship

"GLENFARG,"